Amendments to the Specification:

Please replace paragraph 4 at page 19 with the following amended paragraph:

Heating measures can be applied to achieve temperatures which are sufficient at the components which purify exhaust gas, in particular at the NO_x storage catalytic converter 2 and at the SCR catalytic converter 3, even during low-load operation, and thereby to achieve optimum reduction in the levels of NO_x. These heating measures may be engine-internal, e.g. a late shift in the main injection or afterinjection into the combustion chamber, or also post-engine, by supplying reducing agent upstream of the reforming unit [2] 1 in order to generate exothermicity, provided that the NO_x storage catalytic converter 2 has reached a sufficient temperature to convert the reducing agent. Furthermore, the exhaust pipe may be thermally insulated in order to minimize heat losses from the exhaust gas. By way of example, it is possible to use an air gap insulation. Further measures used to increase the exhaust gas temperature may include: increasing the idling speed, lengthening the afterglow time, connecting up additional electrical consumers or increasing the EGR rate. The abovementioned measures can be controlled, for example, by a control unit for controlling the engine and/or exhaust-gas purification components as a function of the input temperature signals or by means of a model. By way of example, models for the untreated NO_x emission, the NO_x storage properties of the NO_x storage catalytic converter 2, the NH_3 formation at the NO_x storage catalytic converter 2 and the NH_3 storage in the SCR catalytic converter 3, which define, inter alia, the criteria for an NSC regeneration, are stored in the control unit. The models can be adapted to the current ageing state of the catalytic converters on the basis of various sensor signals.

Please replace paragraph 2 at page 22 with the following amended paragraph:

The exhaust gas aftertreatment device which has already been described in Fig. 1, with a reforming unit 1 which simultaneously acts as a particulate filter, an NO_x storage catalytic converter 2 and an SCR catalytic converter 3 as components which purify the exhaust gas, as a further embodiment in the example shown in Fig. 3, also has a three-way catalytic converter (TWC) 7 connected directly upstream of the NSC catalytic converter 2. This functions firstly as an additional NH_3 generator, by using the H_2 or reformate delivered by the reforming unit 1 to contribute to the reduction of nitrogen oxides, and secondly, on account of its oxygen storage function, it is able to partially oxidize unburned hydrocarbons, so that it contributes to significantly increasing the efficiency of the SCR catalytic converter 3. In this exemplary embodiment too, the SCR catalytic converter 3 may be connected upstream of the NO_x storage catalytic converter 2, so that the TWC catalytic converter 7 is connected upstream of the SCR catalytic converter. In a further variant, the two components SCR catalytic converter 3 and NO_x storage catalytic converter may be designed as an integrated exhaust gas catalytic converter [7] 6, upstream of which the TWC catalytic converter 7 is connected.